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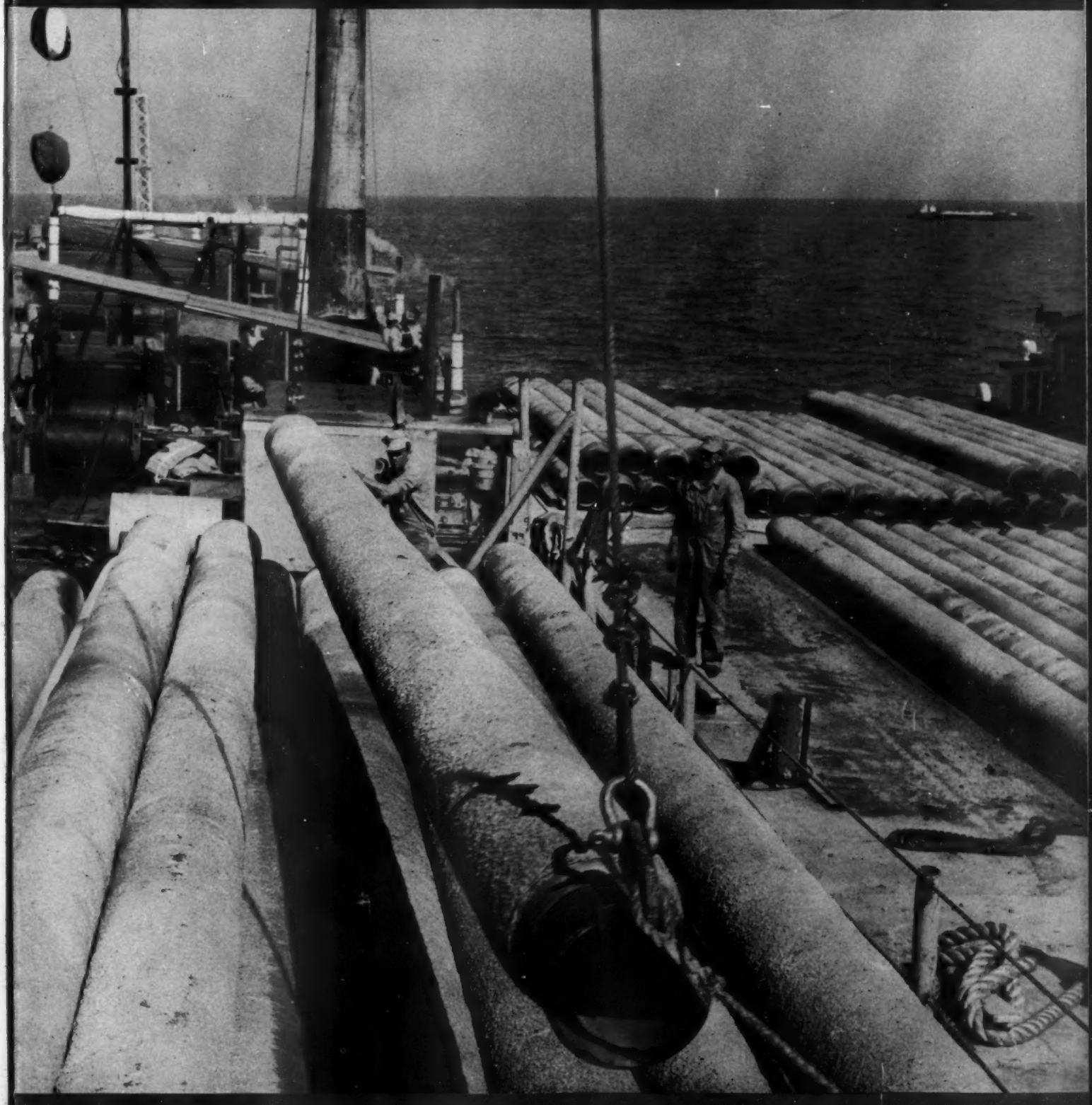

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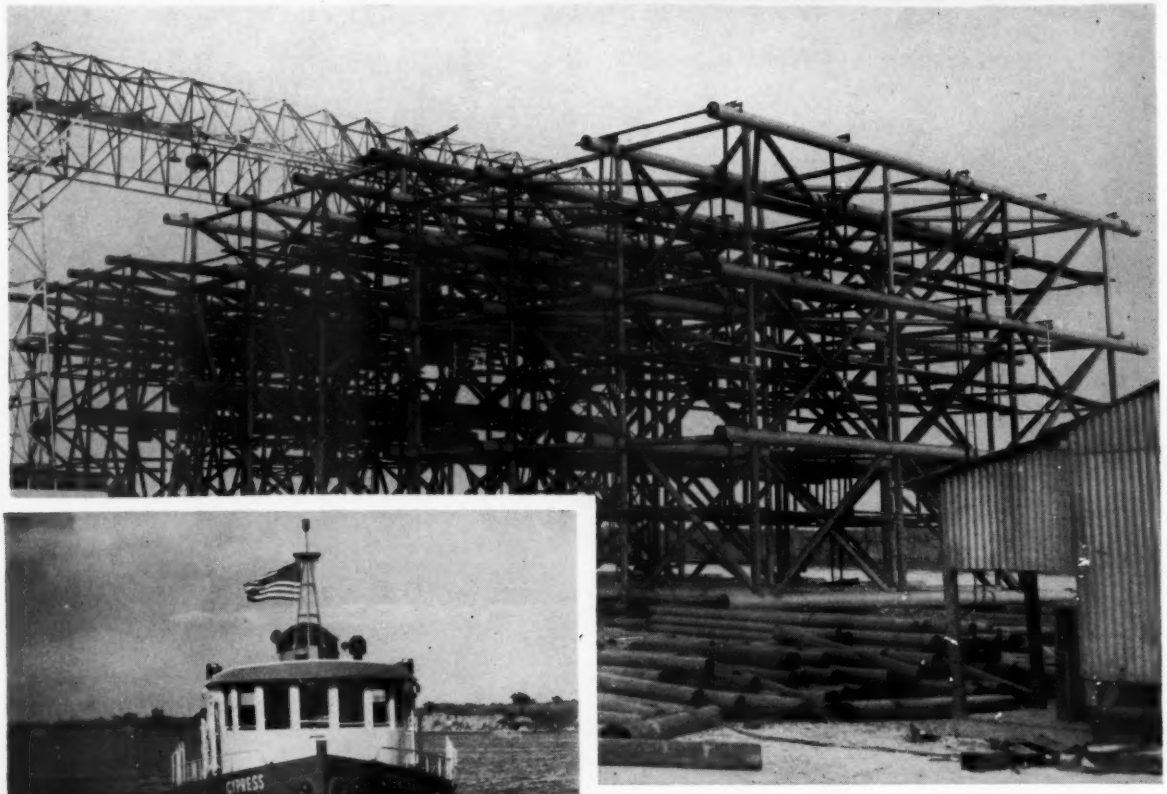

Above: A drilling platform built by the Gulfport Shipbuilding Corporation for a major oil company. Left: The CYPRESS, 85'8" x 21'2" vessel built by Gulfport to transport crews and light supplies to offshore drilling sites.

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OFFSHORE OPERATIONS

DRILLING ANYWHERE OVER WATER

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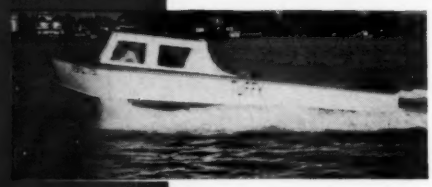

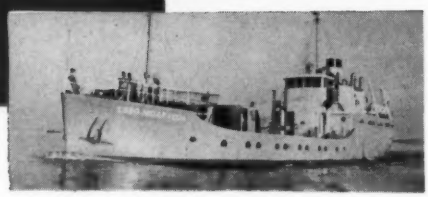

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In fact, we had a fellow on the staff for a while who kept referring to the "drilling pushers." He seemed to have the idea a rock bit was a roughneck with strong teeth.

Cramming our magazine with good, solid technical stuff like that, it's no wonder we've attracted a lot of reader interest. We've been getting a regular passel of mail, for which we're grateful—even though a lot of you folks may be taking the magazine out behind the barn just to have a good horse-laugh.

But it proves we've got plenty of interested readers, which is all any magazine can ask.

Seriously, we're proud of a lot of by-lined material that appears in OFFSHORE OPERATIONS. It's written by real, honest-to-goodness experts, who know their way around a rig and about the bush.

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Sign-a-Lite

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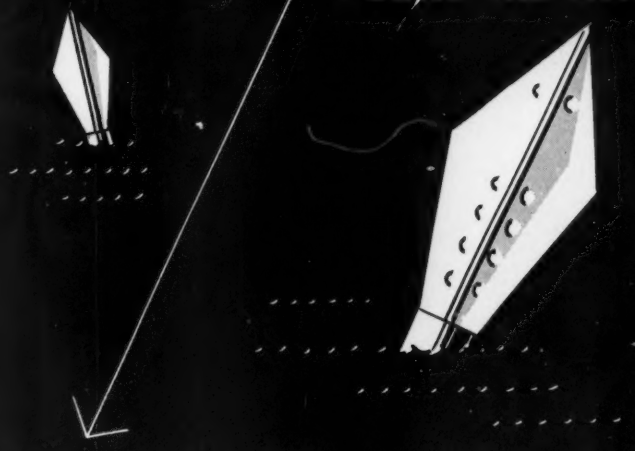

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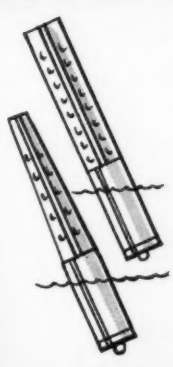

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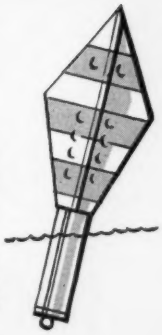

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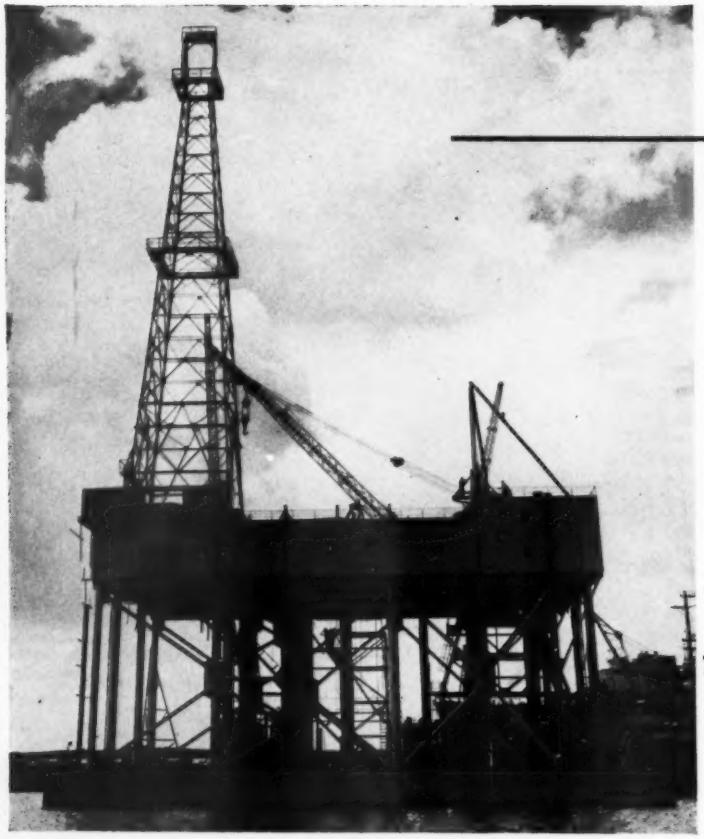

Seagoing Skyscraper

Kermac Rig 44, built by The Ingalls Shipbuilding Corporation at its Pascagoula, Miss., yard, recently joined the multibillion-dollar search for oil in the Gulf tidelands.

The rig, towering more than 225 feet above the water at impressive commissioning ceremonies, was constructed for Kerr-McGee Oil Industries, Inc., Oklahoma City, pioneer in the development of the tidelands oil reserves.

This offshore submersible mobile drilling platform can work in water 40 feet deep. Among its modern facilities are air-conditioned crew quarters for 42 men.

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Offshore Outlook . . .

THE NUMBER of sea-going rigs active in waters of the Gulf of Mexico will increase sharply after the first of the year.

The statistics of offshore drilling, to date, has been a slow upward curve determined by king-sized financing and the amount of time necessary to plan and put into effect a marine exploration program. Time spent in "rigging up" a whole new operation has been an especial delaying factor; but in the gambler's vernacular, the ultra-expensive ante has been an equal deterrent.

The high cost of offshore drilling has kept more than one company from venturing into the Gulf. Offshore failures are reliably reported as million-dollar dusters.

But the blue-chip stakes involved in searching for oil on the nation's Continental Shelf haven't been without takers. It must be remembered that the first sea-going rig capable of being floated from one location to the next was used in the Gulf's open waters in June of 1952. In this light, the number of mobile units now in operation—or soon to be put into operation—is phenomenal.

Five such units will go into service within the first six months of this year. Coupled with a substantial increase in the number of self-contained drilling platforms being erected offshore, along with smaller platforms to be used with a floating tender, graphs for footage, number of wells drilled and number of rigs active in the Gulf will all show a marked upward curve.

The offshore outlook for '55 is for intensified activity, with many long-range plans made months and even years ago culminating, finally, in extensive new drilling operations.

The maximum water depths in which economical drilling may be undertaken has also been a factor in limiting exploration for oil and gas on the outer Continental Shelf, along with certain legal difficulties that will not be elaborated on here. But there can be no doubt that the big rigs will venture into deeper water in '55. Drilling operations will soon get underway in 97 feet of water off Lousiana's Grande Isle. One mobile unit has been built, and another is under construction, capable of drilling in 100 feet of water.

So if a chart were made of the oil rig's progress into the sea, it would also show an upward curve in '55—or a downward slope for those interested in fathom marks and profiles.

There will be a marked increase in the number of miles of submerged pipeline laid in '55, as well. To date, only about 175 miles of undersea line has been laid. The Continental-Magnolia-Newmont line that will serve the Eugene Island Block 126 field will add substantially to this. But offshore reserves, if they continue to meet expectations, will demand the service of a much greater network of undersea pipelines.

The year 1955 may not bring a full-fledged boom in offshore operations, but it will be a step in the right direction.

The Editor

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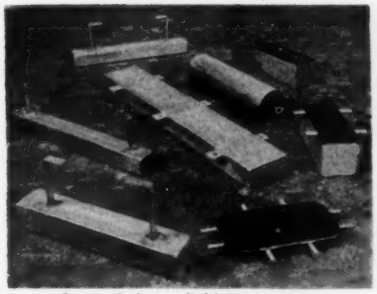

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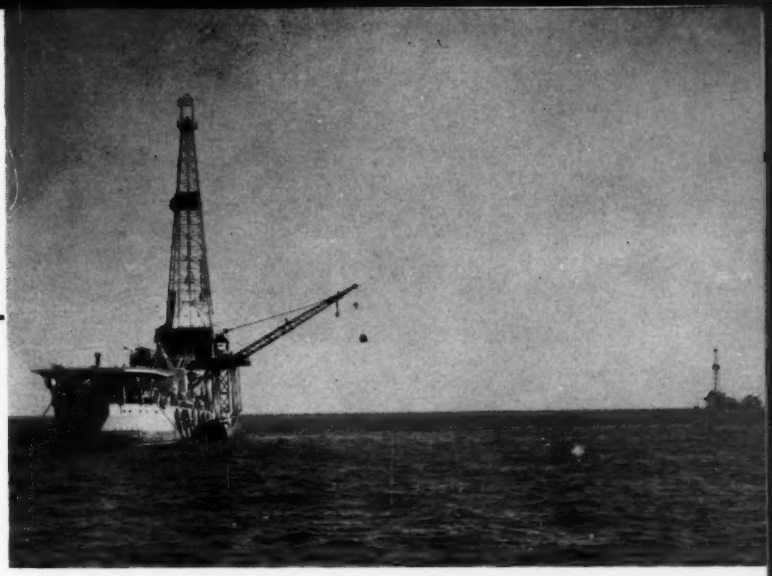

Humble operations off Grande Isle. There are thirty-one oil and gas fields on the Louisiana Continental Shelf.

Development And Outlook For The Continental Shelf of Texas And Louisiana

by O. W. NOLAND and ROY M. HUFFINGTON
Humble Oil & Refining Co.

THE Continental Shelf is considered to be that area between the coast line and the 100-fathom or 600-foot depth line. This area comprises 25 million acres off the Louisiana and Texas coast. Except for scattered local irregularities the shelf deepens gulfward at the rate of 10 feet per mile. The width of the shelf varies from 15 to 140 miles. Beyond the Continental Shelf is the Continental Slope which abruptly plunges to depths greater than 3,000 feet.

Since the Continental Shelf is simply the underwater extension of the Coastal Plain, it was only natural that sooner or later oil companies would search for oil beneath Gulf waters. Early exploitation of onshore or shallow water anomalies immediately adjacent to the coast resulted in the discovery of the Creole Field off Cameron Parish, La. in March 1938, but it was not until 1944 that the industry focused attention on the shelf as a new oil province.

In that year Magnolia received permission to conduct geophysical work off the coast of Louisiana. In 1945 the State of Louisiana held its first offshore sale, at which time Magnolia leased 129,000 acres at an average price of $5.12 per acre. Some of these leases were several miles out into the open Gulf. This event came as a distinct surprise to the industry in general and led to a broad program of geophysical exploration which reached a peak of 37 crews during 1947. A corresponding peak in leasing came in 1948 and in drilling in 1949. Title controversy between the states and federal government resulted in the general curtailment of all offshore activity between March 1950 and August 1953, when the Outer Continental Shelf Act was passed. Passage of this act rejuvenated offshore geophysical, leasing and drilling activity. By the latter part of 1954, these activities had gained enough momentum to be again at or near their peaks.

THE AUTHORS

O. W. Noland, Assistant Division Geologist, Humble's Louisiana-Mississippi Division, New Orleans, La., received B.S. Degree from Oklahoma University in 1936. Employed by Humble Oil & Refining Company from Feb., 1936 to present time, with the exception of three and one-half years' service with the Air Force, 1942-45.

Roy M. Huffington, Division Exploration Geologist, Humble's Texas Gulf Coast Division, Houston, Texas, received B.S. Degree from Southern Methodist University in 1938, M.A. Degree from Harvard University in 1941, and Ph.D. Degree from Harvard in 1942. Employed by Humble Oil & Refining Company in Jan., 1945, after spending three and one-half years (1942-45) in the U. S. Navy as a lieutenant.

Louisiana Continental Shelf

General geology . . . The Continental Shelf of Louisiana is an offshore continuation of the geologic section underlying the Coastal Plain. The strike of the beds is approximately parallel to the coast line. Tertiary beds dip gulfward about 50 feet per mile. As is the case in the coastal parishes of Louisiana, salt domes, both piercement and deep-seated, are the major structural features on the shelf. Offshore drilling has proved the existence of twelve piercement salt domes, ten of which are producing, and it is expected that the density of domes on the shelf is comparable with the number found on adjacent land. The shelf is producing from sands of Miocene and Pliocene age, with perhaps some as young as Pleistocene. At present the bulk of production is from Miocene-Pliocene undifferentiated.

Status of development . . . The Continental Shelf of Louisiana has undergone active exploration and development. During the ten-year period since Magnolia's geophysical permit in 1944, there have been 1,441 seimograph crew months and 211 gravity crew months of work done off the Louisiana coast. There have been 17 lease sales by the state and one by the federal government. The state has realized $56,563,133 from the leasing of 2,630,490 acres offshore, at an average price of $21.50 per acre. This average was greatly affected by the sharp increase during 1954 when the average price per acre soared to $449.99. The in-

(Continued on next page)

crease is greatly influenced by the fact that all tracts sold during 1954 were within 3½ miles of land where operating costs are much less than at points farther from shore.

The first federal sale, held October 13, marks a memorable date to the oil industry. Bids were received on a total of 417,221 acres on which high bids for each of the several tracts amounted to $129,527,476. The average price per acre was $310.45. The prices paid for leases in 1954 at both federal and state sales reveal the confidence some companies have in the future of the Continental Shelf.

There have been a total of 386 wells drilled on the Louisiana Continental Shelf and 33 rigs are active now. Seventy-eight wildcats have resulted in the discovery of 31 fields, 16 oil and 15 gas. This represents an impressive 40% success rate on wildcat wells drilled. The 308 development wells resulted in 183 oil wells, 47 gas-condensate wells, and 78 dry holes.

As of July 1, 1954, cumulative production for the Continental Shelf of Louisiana amounted to 34,536,821 barrels of oil and condensate and 90,704 MMCF of gas. At mid-year daily oil production was 37,565 barrels, and 4 gas fields were producing 134 MMCF of gas per day. Three fields—Bay Marchand Block 2, South Pass Block 24, and Main Pass Block 69—had produced more than 22 million barrels of oil, which is more than half of the offshore production. Nearly two-thirds of the gas has been produced from the Eugene Island Block 32 field.

Leading offshore fields . . . The Bay Marchand Block 2 field has produced more than 10 million barrels of oil to be the leader in cumulative production. Production is on the south flank of a large placement dome and on the inland flanks. Production is obtained from multiple sands as shallow as 3,000 feet. A tendency for the wells to "sand up" has been a production problem. The field is currently producing about 6,500 barrels daily.

The Main Pass Block 69 field has produced 9 million barrels of oil and ranks second in cumulative production for offshore fields. It is located on the east side of the Mississippi River delta and is the most easterly offshore field. The field produces from multiple sands above 10,000 feet and is considered to be a deep-seated dome.

The South Pass Block 24 field ranks third in cumulative production, but has taken the lead in daily production by producing in excess of 9,000 barrels per day. The field is a large low-relief structure with production coming from multiple sands above 10,000 feet. An important part of the field located onshore is excluded from Continental Shelf statistics.

Eugene Island Block 32 is the most important offshore gas field to date. The structural uplift is probably due to a deep-seated salt dome. Wells in the field have penetrated more than 500 feet of gas sand. This field is producing about 90 MMCF of gas daily and has supplied two-thirds of the past gas production from the Continental Shelf of Louisiana.

(This is the first of two articles by Mr. Noland and Mr. Huffington. The second, covering the Texas Continental Shelf, will appear in the February issue.)

A list of the 31 oil and gas fields off the coast of Louisiana

Oil	Gas
Creole	East Cameron Block 71
Rabbit Island	Eugene Island Block 32
Bay Marchand Block 2	Eugene Island Block 45
Grande Isle Block 6	Eugene Island Block 58 (abandoned)
Grande Isle Block 18	Eugene Island Block 110
Eugene Island Block 18	Ship Shoal Block 28
Eugene Island Block 126	South Delta Block 20
Main Pass Block 69	South Timbalier Block 34
Ship Shoal Block 32	Vermilion Block 39
Ship Shoal Block 72	Vermilion Block 71
South Pass Block 24	Vermilion Block 76
South Pass Block 27	West Cameron Block 149
South Timbalier Block 52 (abandoned)	West Cameron Block 192
West Cameron Block 33	West Delta Block 27
West Cameron Block 45	West Delta Block 30
West Cameron Block 110	

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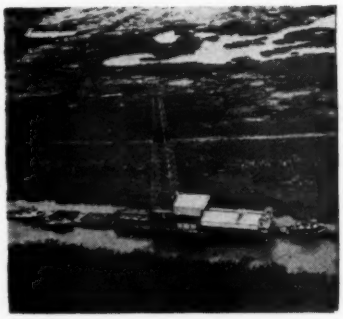

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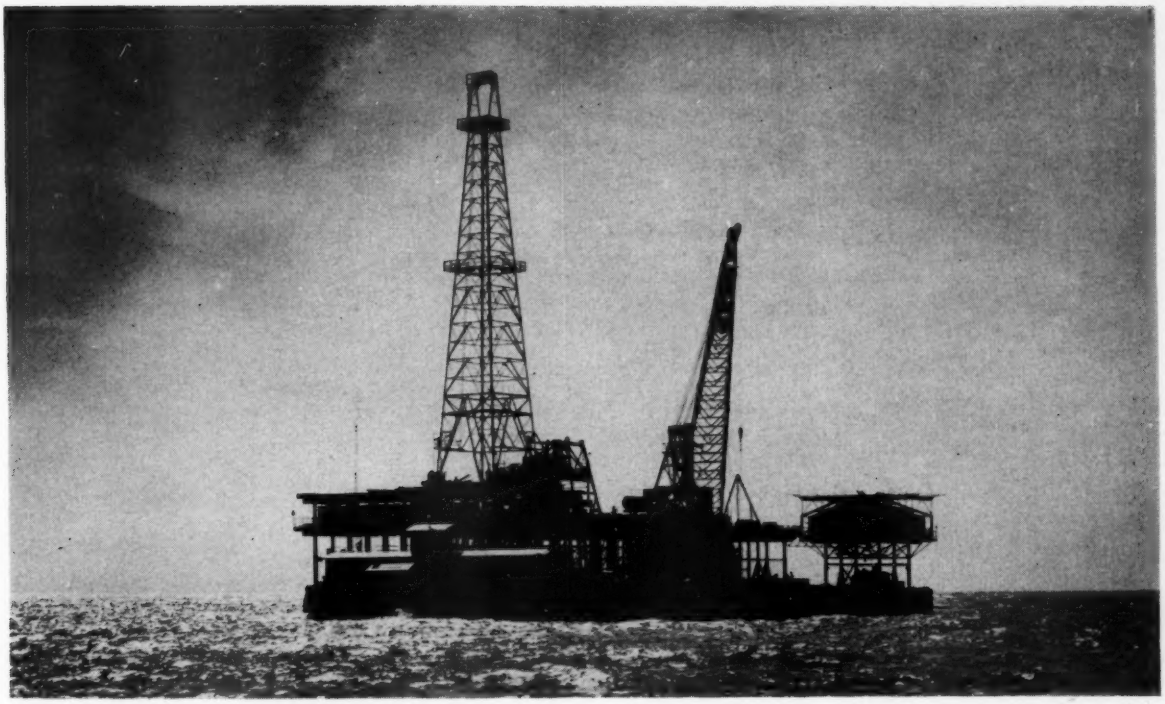


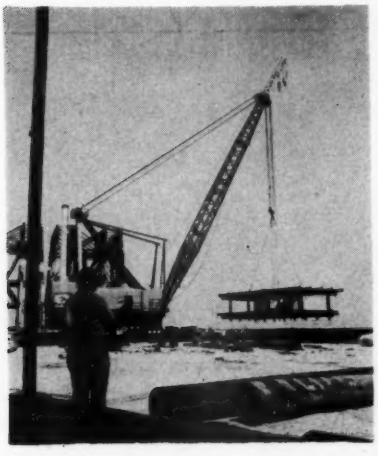
Magnolia spuds well from . . .

World's Largest Offshore Drilling Platform

They're drilling deep — nearly two and one-half miles below the ocean floor. But the first thirty-five feet were the toughest. That much was water.

MAGNOLIA Petroleum Company has spudded in its first well from the world's largest self-contained template-type drilling platform.

The mammoth platform, designed to support steel pushing as high in the air as a skyscraper, and from which whirling steel bits may penetrate as far as two and one-half miles below the ocean's floor, was fabricated in six giant sections and assembled on location seven and one-half miles out in the Gulf.



Magnolia Engineer O. H. Crandell watches a giant crane swing two fuel tanks aboard a barge already half-loaded with big templets.

Five wells may be drilled from the platform. Designed by Magnolia engineers to withstand hurricane blasts of wind up to 125 mph, and waves resulting from such winds, the structure has an overall length of 398′. The main platform measures 221′ x 52′—256′ with the piperack T-section, which is 75′ wide. Crew's quarters are on a separate 46′ x 55′ platform, connected to the main platform by an 87′ footbridge. On top of the crew's quarters is a 50′ x 50′ landing deck for the company helicopter.

With the six templets assembled on location in 35′ of water, ninety-four 18″ piling 193′ long were driven through the pipe jacket structure into the ocean floor. Five 200′ long 26″ conductor piling, each a few feet apart, jut downward from the platform to escort the bit and

(Continued on page 16)

GM quads power the drawworks. John B. Pourteau, Jr. and A. J. Ross, members of the drilling crew, complete installation of a diesel engine.

A progress report . . .

Longest Undersea Pipeline Nears Completion

- **Continental-Magnolia-Newmont building 48-mile line to serve Block 126 of Eugene Island field, off coast of Louisiana**
- **Problems of submarine pipelining include high costs, weather hazards, and protection against destructive action of barnacles and other marine organisms**

A 48-MILE offshore pipeline—the longest undersea line on record—is nearing completion. The line is being constructed for the Continental-Magnolia-Newmont combine, and will serve Block 126 of the Eugene Island field, in the Gulf of Mexico off the Louisiana coast.

When completed the line will extend from Burns Terminal on the coast of St. Mary's parish in a 48-mile zig-zag pattern to offshore production in the Gulf. More than 35 miles of line have been laid, in water depths of 15 to 25 feet. But pipelining in the derrick-spotted waters of Louisiana's Continental Shelf presents many special problems.

Bare or "doped" pipe is short-lived in salt or brackish water, due to the destructive action of barnacles and other marine organisms—a perrenial headache to the corrosion engineer. To eliminate this hazard, the 12-in. pipe is first covered with cold-tar enamel and then given a 3-in. coating of reinforced concrete. The concrete also supplies weight to furnish desired negative buoyancy, thus making possible the use of lighter weight pipe.

The pipe is coated, wrapped and cemented in Rosson-Richards' Harvey, La. yard, then barged to Burns Terminal and out to Brown and Root's huge pipe laying barge, a veritable factory at sea. The sections are hoisted onto the laying barge and welded—one by one—to the completed line.

Each joint is carefully X-rayed. Enamel, fibre glass and paper wrap, and the three-inch-thick concrete coating are then applied over the weld area. Lastly, thin strips of tin are secured tightly around the wet concrete to protect it from the water and enable it to dry while submerged.

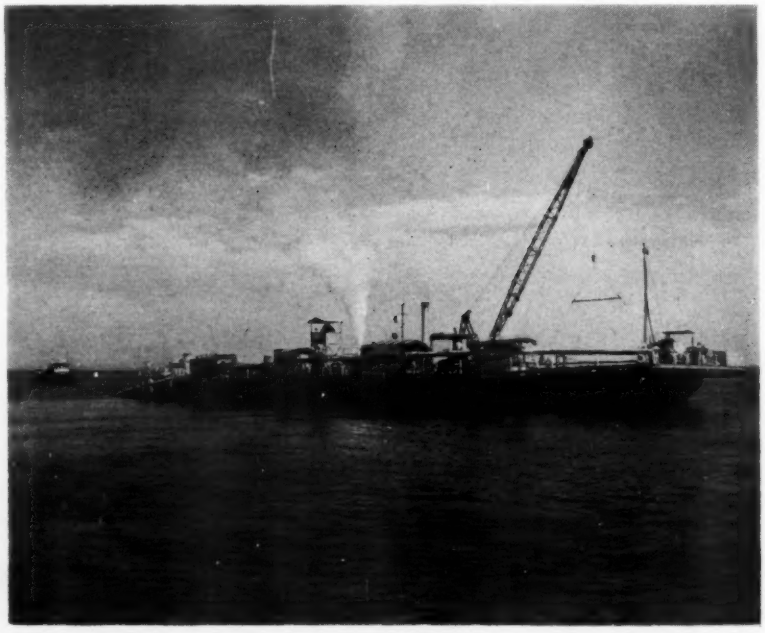
No time is lost in lowering the completed sections into the water. A foreman sits in a control tower, supervising the operation. With the ship's whistle, he signals circling utility barges at the precise moment to raise the eight anchors on the laying barge. The whistle blows again as a signal for the engineer to move the boat forward as another 100 feet of pipe is gradually lowered to the ocean floor.

Welding and subsequent pipe handling is carried on under five tarpaulin-canopied stations aboard the laying barge, which permits operation in rainy weather. When the Gulf gets rough and waves approach five feet, the crews anchor the laying barge, cap the pipe, and retire to houseboats in protected waters near shore.

Another problem of undersea pipelining is the cost factor. Submarine pipelining is relatively new, and ultra-expensive. Cement, chartered boats and transport and utility barges are big additions to cost. So is labor. Because of the risk involved, seagoing pipeliners draw higher wages than their dry-land cousins. They also get pay for travel time—the time it takes to travel by boat from the shore out to the laying barge.

Only about 175 miles of offshore pipeline has been laid to date. But the discovery of substantial offshore oil and gas reservoirs would necessitate a vast expansion of the "baby" industry, and the future may see a far-flung network of submarine pipelines serving oil and gas fields in the Gulf.

Workmen prepare a pipe section to be lowered into the sea. The new line—the world's longest—will carry both oil and gas from Eugene Island fields to the Louisiana mainland.



From the deck of the laying barge, a 100-ft. section of cement coated pipe is lowered to the floor of the Gulf as the barge edges forward on another leg of its 48-mile journey. More than 35 miles of the pipe has been laid, in 15 to 25 feet of water.

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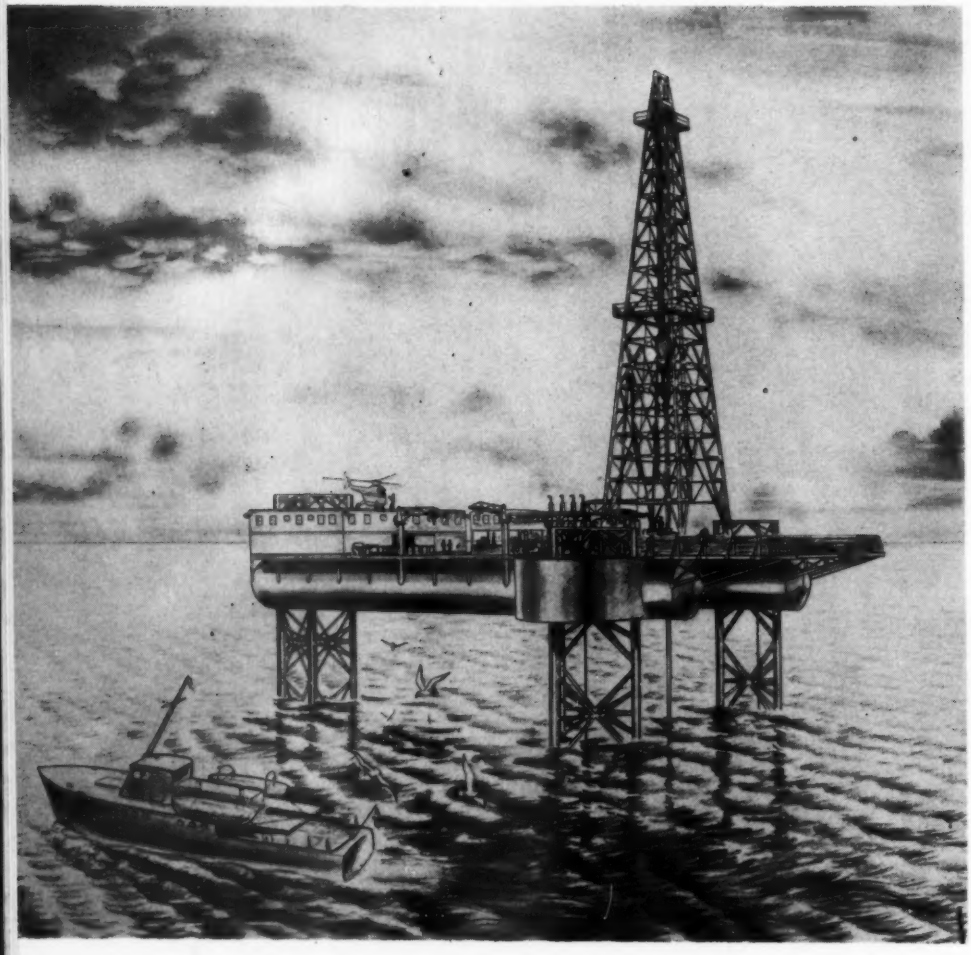


LeTOURNEAU SELF-ELEVATING DRILLING PLATFORM

A MAMMOTH sea-going drilling platform more than half the size of a football field — one that will ride up and down on stilts 12 stories high — is now being constructed by R. G. LeTourneau, Inc., of Longview, Texas.

The $2 million self-elevating platform is being built for the Zapata Off-Shore Company, and is scheduled for completion in the summer of 1955. The unit will be completely self-contained, with comfortable air-conditioned quarters for rig personnel. It will be rigged up to drill to 16,000 feet, and will be capable of operation in water depths up to 80 feet.

Part of the fabricated assemblies and components are being manufactured at Longview and will be assembled at LeTourneau's Vicksburg plant on the Mississippi River. After launching, the 8 million pound steel platform will be floated more than 400 miles down the Mississippi to the Gulf of Mexico and towed to a drilling site.

At the site, the towering spuds, or stilts, will be driven to the ocean bottom by electric motors, and the platform will climb the spuds until the deck is the desired height above the waves, After a well has been completed, the platform will lower itself to the water again, raise the spuds from the ocean floor, and be towed to a new drilling site.

George Bush

Wayne H. Dean

Hoyt S. Taylor

Zapata Enters Offshore Field

Company will use unique LeTourneau-built three-legged drilling platform in initial Gulf operations

THE Zapata Petroleum Corporation, of Midland, Texas, has announced the formation of an affiliate concern—the Zapata Off-Shore Company—which will enter the multi-million dollar search for offshore oil and gas.

R. G. LeTourneau, Inc., of Longview, Texas, has under construction a mammoth three-legged mobile drilling platform to be used in the company's initial operations. To be built and outfitted at an approximate cost of $3 million, the unit will represent a "first" for both LeTourneau and Zapata; it will be Zapata's first venture into the tidelands, and the first test of LeTourneau's revolutionary concept of offshore drilling.

HUGH LIEDTKE, President, Zapata Petroleum Corp.

George Bush, vice-president and director of the Zapata Petroleum Corporation and a director of the Independent Petroleum Association of America, has been named president of the new company.

Wayne H. Dean, formerly with Kerr-McGee, has been named vice-president and will direct the company's Gulf Coast operations. Before joining Kerr-McGee, Dean was drilling superintendent for The California Company. He was manager of drilling for Kerr-McGee in Oklahoma City for one and one-half years, and manager of Kermac's Gulf Coast operations for five years. He has had more than 25 years of experience in drilling and production.

Hoyt S. Taylor, former Gulf Coast drilling engineer with Kerr-McGee, has joined Zapata as chief engineer. Taylor served as coordinator in charge of construction of Kermac's Rig 44, a submersible-type mobile drilling platform recently completed and put into operation; and is now serving in the same capacity at the LeTourneau plant in Longview, handling problems of design, engineering and layout on Zapata's new rig. He is a graduate of the school of mechanical engineering of the University of Kansas.

Hugh Liedtke is presdient of the parent company, Zapata Petroleum Corporation, and made the official announcement of the new affiliate concern. According to a joint press release by Bush and Liedtke, the Zapata Off-Shore Company was organized specifically to carry on drilling operations in the Gulf of Mexico. The company's previous experience has been limited to upland drilling and production.

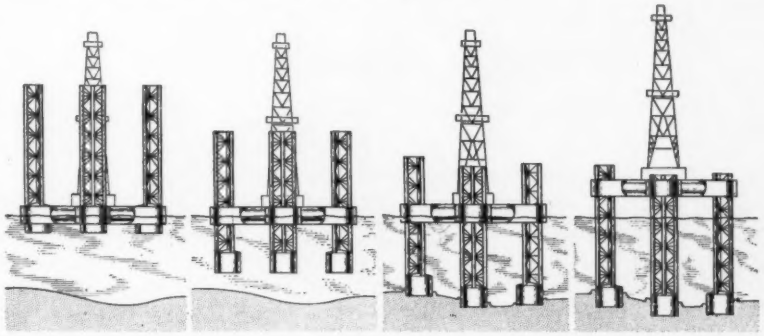
The Zapata Off-Shore Company's sea-going rig, designed by LeTourneau engineers, will operate in water depths up to 80 feet and will be rigged up to drill to 16,000 feet. Zapata will engage in contract drilling. Company offices are located in Midland and in the City National Bank Building in Houston.

Pure Makes Offshore Location

Pure Oil Company will drill the No. 1-A State Lease 1079 Block 47 area, offshore Iberia Parish, La. The Gulf of Mexico test will be taken to 14,000 feet. Location is about nine miles northwest of the Eugene Island Block 45 field.

Sun To Drill Gulf Test From Shore Base On Padre Island

Sun Oil Company has made location for a second well near its recent gas discovery off the coast of Texas, made from a directionally-drilled hole from a land-based site on Padre Island. New location is approximately 1 miles north of the company's 1-A State Tract 976, which brought in Texas' second offshore field.



The LeTourneau self-elevating drilling platform, which will be used by Zapata Off-Shore Company in Gulf operations, is shown in four stages of being positioned on location. Powerful electric motors raise the platform on the three towering spuds.

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Magnolia Platform . . .

drill string on the first leg of its proposed 13,000-ft. or more journey. In the event a well is made, the 140' rig can be skidded from one conductor pipe to the next for additional directionally-drilled tests.

The derrick is a Lee C. Moore. All drilling equipment is National Ideal, with fluid drive. Three quad mounts—twelve GM diesel engines—furnish power for the drawworks and pumps. Auxiliary services for well logging and cementing are contained on the platform.

The platform is equipped with two 500 bbl. fuel oil tanks, one 500 bbl. water tank, and a 100 bbl. tank for drinking water. There are two separate hydrostatic water pressure systems, and a water well has been drilled from the platform to furnish water for drilling and for showers. Mud tanks and facilities for storing sack mud and cement are provided, and the platform has two 5-ton stiffleg cranes for unloading barges and supply boats.

Additional features include a fire walk running the full length of the structure, underneath the work deck, four boat landings on the quarters platform, and one boat landing on the main platform.

Facilities for the crew include a large dining and lounge area, television, two baths—one for the crew and one for the toolpusher—and a separate room for the cooks. Living quarters have outside venetian blinds. Twenty-four men can live in comfort on the giant platform.

Location of the unit is about seven and one-half miles off the coast of Jefferson County, Texas, in the Gulf of Mexico, and ten and one-half miles from Magnolia's marine base in Sabine Pass. The well currently being drilled from the platform is No. A-1, Texas Gulf Block 10.

Magnolia To Drill 14,000-ft. Test Off Iberia Parish, La.

Magnolia Petroleum Company has made location for the No. 1-H State Lease 681 Block 89 area, off the coast of Iberia Parish, La. The well will go to 14,000 feet. Nearest production is the Eugene Island Block 110 field.

Chandeleur Sound Wildcat Location Made By Phillips

Phillips Petroleum Company has made location for a 9,000-foot test, the No. 2 State Lease 2306 Block 41, in the Chandeleur Sound area off St. Bernard Parish, La. Location is southeast of gas production in Chandeleur Sound.

News from the SHIPYARDS

A 185-ton section is lifted onto 52′ high supporting cassions during final assembly of American Tidelands drilling barge.

Year's First . . .

American Tidelands Drilling Barge

A GIANT new submersible-type drilling barge, built by Alexander Shipyard of New Orleans, La. for American Tidelands, Inc., will be the first commissioned and put into service this year. **(See Offshore Operations, November, 1954.)**

Construction was started in March, 1954, and rigging up is almost completed. Built at an approximate cost of $2 million, the new mobile unit is capable of operation in water depths up to 45 feet. It is completely self-contained. All drill pipe, casing, mud pumps, cementing unit, active mud tanks, bulk mud and cement storage are located on the drilling barge.

The hull of the new drilling barge measures 200′ x 74′ x 12′ deep. Sixteen cylindrical columns 6′ in diameter and 52′ in length tower above the hull to support the platform. The platform stands 64′ above the bottom of the hull, which means the machinery deck will be 19′ above water when the unit is operating at maximum depth.

Equipment includes a 5-engine compound, 2,000 hp rig, two 850 hp pumps, and 150 hp mud-mixing pump. Drawworks are driven by two 800 hp electric motors. The 142′ derrick has a 1,000,000 lb. capacity.

The platform measures 200′ x 72′, and comfortable, air-conditioned quarters, recreation space and galley facilities are provided for 40 men on the upper deck.

American Tidelands, Inc., with headquarters in the Balter Building in New Orleans, was formed early in 1954 to engage in contract drilling in the Gulf. The new unit will be used in the company's initial operations, and will go on location this month. Thomas Jordan is president of the new drilling firm, and Spencer Rowan and Jack Carter are vice-presidents.

Drilling Barge Launched at Orange

A MAMMOTH new drilling barge, capable of operation in water depths up to 100 feet, has been launched by Consolidated Western Steel, a division of U. S. Steel, at the company's shipyard in Orange, Texas.

Built at an approximate cost of $3.5 million for the Offshore Company of Baton Rouge, La., the giant mobile unit is the second drilling barge constructed rated as capable of drilling in water depths beyond the sixteen fathom mark.

The unit is not ready for immediate delivery, however. With the barge hull launched, final assembly and rigging up are being carried on by the shipyard.

The drilling barge measures 220′ in length by 117′ wide, and will be completely self-contained. On location in the Gulf, 14 giant cassions will be dropped through wells in the hull to the ocean floor. Utilizing an arrangement of powerful jacks, the platform will then "climb" the cassions to a desired height above the water. Action of the jacks is reversed to raise the cassions and return the barge to free-floating position.

The Offshore Company has a second drilling barge under construction in New Orleans, according to an announcement by T. S. Stoneman, president of the firm. It is a smaller unit, capable of drilling in water depths up to 40 feet, and will cost about $2 million to build.

The company has two drilling barges now in operation off the coast of Louisiana, and three more may be ordered in 1955.

CATC Commissions Second Drilling Tender

Four-company combine will soon drill in 97 feet of water off the Louisiana coast

THE four-company CATC combine —one of the most successful operators in waters of the Gulf of Mexico—has commissioned and will soon put into service the second of three $1.5 million drilling tenders to be built especially for its offshore exploration program.

Built by the Levingston Shipbuilding Company, of Orange, Texas, the non-self propelled type vessel, the **Carle Sharp,** is similar in design and construction to the drilling tender **J. C. Craig,** recently launched by the group. Named after the manager of Atlantic Refining Company's domestic producing department, the new tender will soon join the **J. C. Craig** in drilling operations in medium-depth water off the Louisiana coast.

The CATC group—comprised of Continental, Atlantic, Tide Water and City Service, with Conoco as the operator—is also rushing to completion a new $1.5 million self-contained drilling platform. The giant unit will be assembled in 97 feet of water in Louisiana's West Delta field, off Grande Isle—the deepest water in which man has drilled to date.

CATC's percentage on successful wells drilled offshore has been exceptional. Of 19 wells completed, 15 have been oil or gas producers. Four were dry holes. Each of the four companies has a 25 percent interest in group operations, and CATC has 25,000 producing acres off Louisiana and 339,000 undeveloped acres off the Louisiana and Texas coasts. In addition, successful bids were made by both the combine and the individual companies in the recent federal sales of leases for both the Louisiana and Texas Continental Shelf.

Features of the new tender . . . The **Carle Sharp** is 260′ long, 54′ wide and 16′ deep at the sides. Comfortable air-conditioned quarters are provided for 50 men. All appliances are modern. The vessel is equipped with laundry and radio rooms, and ship-to-shore radio telephone. A helicopter flight deck, 64′ long by 54′ wide, is built over the forward end of the vessel, with the roof of the upper deckhouse forming a portion of the flight deck.

Machinery . . . The engine drive group consists of three Superior PDT-8 super-charged diesel engines, which power the three Ideal Type E-500 mud pumps. A crane with a 70-foot boom will transfer pipe from the ship's piperack to the drilling platform, and unload supply boats coming alongside. There is also a two-way pipe handling system for moving individual pipe lengths to the drilling platform.

Storage facilities . . . The tender is equipped with two fresh water tanks, each with a 630-barrel capacity. Drilling water tanks will hold 13,000 barrels and two potable water tanks will hold 156 barrels each. Reserve mud pits have a capacity of 1,538 barrels of drilling mud, while the active pits will contain 554 barrels.

Four bulk mud bins, built-in on the main deck, have an individual capacity of 1,000 sacks. In addition, two bulk cement bins built-in on the main deck will hold 1,100 sacks of cement each. Two fuel oil tanks have a total capacity of 804 barrels of fuel oil.

Operation . . . The **Carle Sharp** can be used for offshore drilling in water depths of 15 to 100 feet. The vessel has seven mooring lines. During rough weather, the tender will be backed away from the drilling platform, but will be towed to shelter only when hurricane weather is forecast.

A third tender will be completed early this year.

Gulfport Completes Wellhead Structure

Also outfitting 105′ tug for delivery to the Lago Oil Transport Co. of Aruba

THE Gulfport Shipbuilding Corporation, of Port Arthur, Texas, has completed fabrication of a 6-pile 50′ mgl wellhead structure. The template-type platform will be transported to sea and set on location by the J. Ray McDermott Co. of Harvey, La.

Designed and built to the specifications of a major oil company, the unit represents a change from the type structure used in the company's operations off the Louisiana coast. The initial structure used there, in 35′ of water, was a 15′ dia. cassion with a 45′ long 10′ I.D. cassion set inside. Eight 16″ piling were driven through the annulus to 175′ penetration. This type wellhead protector was altered to an 8-pile structure, with the ninth or center piling removed to act as a jacket for the well. A skirt was added about the

(Continued on page 26)

FIRST OIL FROM TEXAS TIDELANDS—H. S. Brown, pumper-gauger for Standard Oil Co. of Texas, holds the first gallon of oil to come from the company's offshore Chevron field. With him are R. L. Smith, district engineer, and O. N. Lofton, construction engineer. Standard recently completed an undersea pipeline to its discovery well off the coast of Padre Island—the first commercial discovery in the Texas tidelands.

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OFFSHORE crew boats build by Gulf Master Boats, Inc., of Slidell, La., are attracting wide attention in the personnel transport field because of their stability and level ride at high speeds under average rough water conditions. Ranging in length from 30 to 65 feet, Gulf Master boats incorporate a cono-plane design, and have an excellent performance record in the marine oilfields.

Latest to be delivered is the **Channel Master**, a 40′ all-steel welded crew transport built for Lewis Harkey, of Slidell, La. The **Channel Master** is 12′-3″ wide, with a draft of 42″ including heavy skegs, which extend 6″ below the wheels. Equipped with longitudinal-type seats, the **Channel Master** is desiged to carry a full complement of oilfield personnel in safety and comfort.

Powered by a symetrically matched pair of General Motors six cylinder series 71 diesel engines, furnished by the George Engine Company, Inc., of Harvey, La., and incorporating the new type cylinder liners, HV Injectors, and equipped with Perry Water Filters, the **Channel Master** has a cruising speed of 25 mph and a top speed of 27 mph. It is now working out of Morgan City on a Brown & Root job.

The Gulf Master series was designed by L. H. "Les" Johnson, who in 1938 worked out problems of lift and drag by pulling a scale model on a boom from a small speed boat. Mr. Johnson made a study of the cushioning effect of various type hulls, and from this evolved the hull design of the Gulf Master boats. Fred M. Jones, Jr., president of Gulf Master Boats, Inc., states that the company can build a faster boat but in so doing would loose the smooth ride that has made the boat a favorite with oilfield workers.

Officers of the company include Mr. Jones, H. L. Lawson, vice-president, and Russell Blackwell, treasurer. Along with new construction, the company handles repairs on steel boats up to 45′ in length.

The **Channel Master** is the second Gulf Master boat built for Mr. Harkey.

Hopson Adds Crew Transport

A new offshore crew transport was recently delivered to the Hopson Marine Service, of Mission, Texas, and is now working for Continental Oil Co. in Louisiana.

The vessel, the **Irene H**, is of all-steel welded construction, and measures 64′-6″ x 16′-3″ with a draft of 5 feet. Powered with two 6-110 GM diesel engines, the **Irene H** attained speeds in excess of 16 mph in trial runs.

The vessel incorporates a chine design, and is equipped with radar, radio telephone, radio direction finder, and

(Continued on next page)

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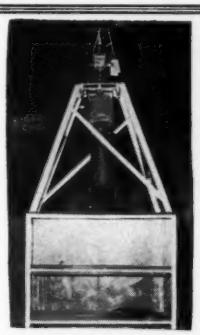

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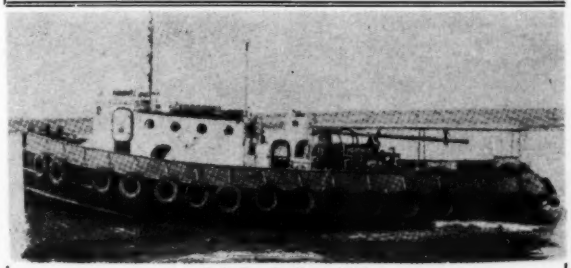

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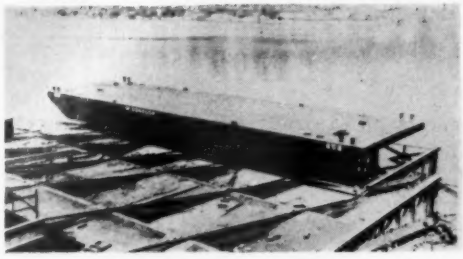

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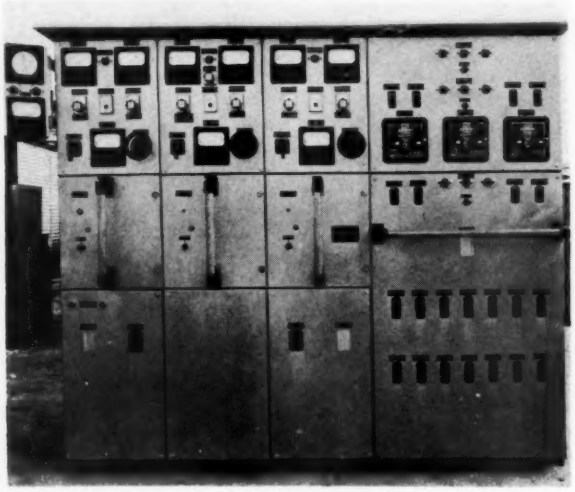
aircraft-type seats for 25 oilfield personnel. Other features include a sick bay with three berths, four additional berths below deck, and toilets above and below deck. An adequate fire-fighting system has been provided, as well as two 15-man life rafts, and the vessel is Coast Guard approved for carrying passengers for hire.

The **Irene H** was designed and built by the Bludworth Shipyard, of Houston, Texas.



McIntosh Marine Service Co.

A Tailor-Made Switchboard For Drilling Tender "Carle Sharp"

The electrical system on the drilling tender **Carle Sharp**, recently launched by the CATC Group, is supplied by three 100 kw, 440 volt, 3-phase generators. These units feed into a dead front Generator Control and Distribution Switchboard built by McIntosh Marine Service Company of Beaumont, Texas especially for the $1.5 million drilling tender.

Provision is made for synchronizing all three generators, and the switchboard is equipped with reverse power relays and cross current compensation to prevent the generators from operating with an unequal distribution of load. Voltmeters, ammeters and kw meters keep the operator informed as to the exact load at all times.

Distribution of power is provided through circuit breakers which afford a maximum of safety with a minimum of maintenance and servicing. A 440 volt distribution section provides power for all of the larger auxiliaries such as the 50 hp anchor windlasses and for all power in general. A 220 volt distribution section provides power for the drilling rig equipment and for refrigeration. A 110 volt distribution section provides power for all lighting circuits which service a total of 385 lighting fixtures and devices. Transformers provide the means for reducing the 440 volt power to 220 and 110 volts.

All motor controllers as well as the switchboard have been built to conform to all United States Coast Guard requirements. Emergency stop switches have been installed to provide a means for stopping all vent fans and the fuel oil pump motors from remote stations in case of fire or other emergency.

The power and lighting equipment in hazardous areas such as in the vicinity of the mud tanks is explosion proof. A unique feature is an electrically illuminated wind sock for use in helicopter landings at night.

George Engine Company, Inc.

Power Specialists To The Petroleum Industry

On the offshore drilling rigs, GM diesel engines develop a tremendous amount of horsepower — and the George Engine Co., of Harvey La., has made a specialty of supplying the diversified power needs of the oil industry

THE George Engine Company, Inc., of Harvey, La., is the largest distributor of General Motors Detroit Diesel Marine Engines in the world. The company is one of the major suppliers of diesel power for the oil industry, and one of the few distributors in the nation with GM franchises for marine, industrial and oilfield engines.

As specialists in filling the many power needs of the petroleum industry, the George Engine Company's services have become diversified. An example is the step taken by the company to meet the growing demand for dependable sources of electricity in offshore drilling operations. On any drilling operation, the loss of power and resultant failure of equipment can mean the loss of a well; but on a sea-going drilling barge or platform, a dependable source of electricity is doubly important.

To solve this problem, the George

News from the
SERVICE COMPANIES

Engine Company now manufactures, at its main plant on the Intracostal Canal in Harvey, "packaged" diesel generator sets custom-built to the customer's requirements. Using GM Detroit Diesel Engines and GM Delco Generators, the company retains one manufacturer responsibility with the highest quality products, always producing reliable performance. The sets, offered in the range from 15 to 200 kw, are constructed to meet the most rigid requirements in providing power for drilling rigs, refrigeration, marine equipment and air conditioning, as well as for general purpose lighting. The company has available specialized controls and power in all sizes.

The rapidly accelerated pace of offshore operations has made the crew boat a familiar sight along the Gulf Coast. These fast, seaworthy vessels, used to transport oilfield personnel to drilling rigs in the Gulf, are being built in increasing numbers. Not only has the George Engine Company powered scores of these boats, but the company has been able to assist the boat contractor in many cases by handling the financing on complete boats. Boats of 30′ to 50′ in length, powered by George, are now being joined by larger offshore craft ranging up to 100′ in length.

Any firm offering specialized service to the oil industry quickly learns that "down time" must be minimized because of the terrific expense involved. Realizing this, the George Engine Company has set a stiff competitive pace by offering the services of the finest factory-trained mechanics on a 24-hour per day basis. These men go anywhere, anytime,

(Continued on next page)

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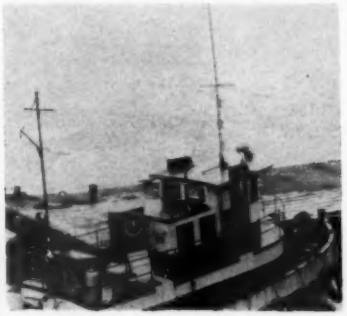

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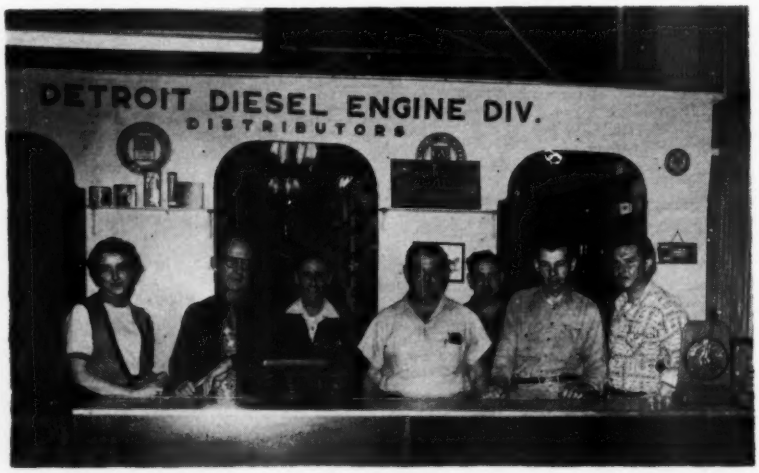
A view of the main plant, where the George Engine Company assembles "packaged" generator sets, custom-built to the customer's requirements.

and carry with them the ability to save the oil companies, drilling contractors and boat contractors many thousands of dollars. To increase the efficiency and performance of its service department, the George Engine Company maintains one of the largest stocks of GM diesel parts in the world.

To grow with an industry, a company must look and plan ahead. If an observer today made a study of offshore drilling rigs, and calculated the tremendous amount of horsepower developed by GM diesel engines in the operation of pumps, drawworks, marine equipment and generator sets, the total would be staggering—and more and more seagoing rigs are venturing offshore.

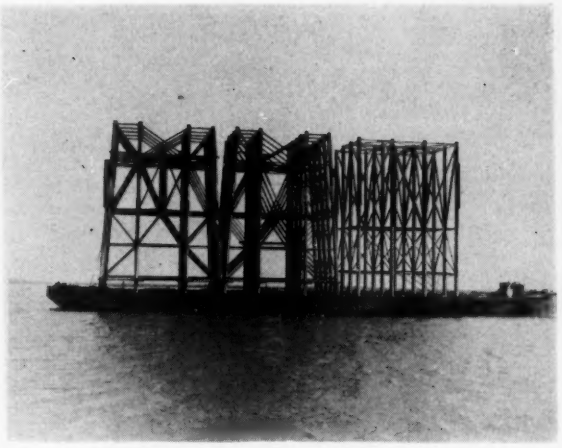
This is the vast potential the George Engine Company foresaw, and spent years gearing itself to meet successfully.

Factory-trained mechanics are on 24-hour per day call. The company backs up its sales with prompt, efficient service.



George Engine Company maintains one of the largest stocks of GM diesel parts in the nation.

An aerial view of the marine base in Sabine Pass, Texas, where the world's largest self-contained template-type drilling platform was fabricated.



Three giant templets are loaded out for delivery to the assembly site at sea. Vapor Honing Co. handled sandblasting and coating on the mammoth structure.

Application of Organic Coatings on Offshore Drilling And Producing Platforms

by JACK EGGLESTON
President, Vapor Honing Company

CORRISION represents an enormous cost factor to the offshore operator. A serious problem has been the development of techniques to provide economical protection for drilling and producing platforms erected in salt water.

While several methods have application, the one most favored by oil companies operating in the Gulf of Mexico at present is the use of cathodic protection on submerged portions of the structure, monel sheathing in the tidal zone, and organic coatings on the upper or exposed areas.

The system is inadequate if any of its three components fail due to faulty workmanship or application. Maintenance cost will then be excessively high, or else the structure will be short-lived because of corrosion. Since the initial fabrication and assembly on location of such a structure can cost as much as $1.5 million, the necessity of protecting this investment by use of adequate corrosion control methods can readily be seen.

In the application of organic coatings, in particular, it has too often been the premise that a paint job is a paint job regardless of how it is applied or what steps have been taken to insure its lasting qualities. There are several types of organic coatings available which may be used with confidence, but none last forever. Properly applied, however, and given the benefit of a planned maintenance program, organic coatings will prolong the life of exposed areas of the structure to match that of the tidal zone and underwater portions.

Corrosion engineering and application methods now available will give such a structure, in most instances, a life expectancy to match that of producing oil or gas sands lying beneath the ocean floor.

World's largest drilling platform . . . It has been the privilege of the Vapor Honing Company to engineer and apply methods of corrosion control as related to organic coatings on many offshore structures—including the largest self-contained template-type drilling platform ever to be erected in Gulf waters.

The giant unit, fabricated in a marine yard in Sabine Pass, Texas and assembled on location seven and one-half miles out in the Gulf in 35 feet of water, utilized cathodic protection, monel sheathing and vinyl coatings as described above.

Application of protective coatings . . . For economic reasons, sandbasting and coating applications were done onshore. A similar undertaking at sea would increase the cost enormously. Transportation of both men and materials to an over-water location would have to be considered, and operation onshore is not only less costly but more convenient.

As each huge templet was fabricated—there were six in all—at the oil company's marine base, steel surfaces

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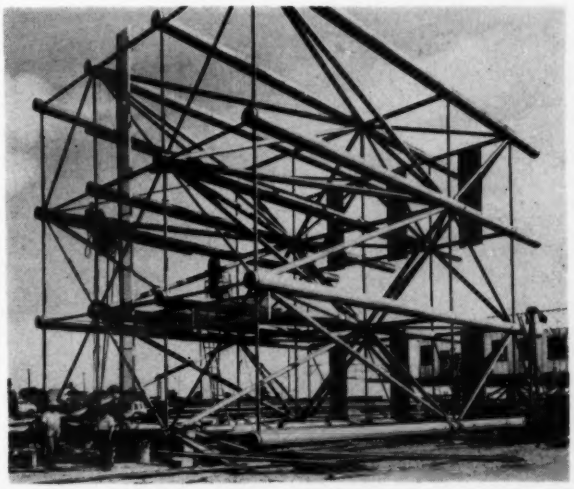

Workmen apply vinyl coating to a templet. In the foreground are Jeff Vanderslice, production foreman, and Jack Eggleston, president of Vapor Honing Company.

GENERAL MARINE FABRICATION

Featuring the *Gulf Master* Series

The GULF MASTER 45, pictured above, is an all-steel welded crew boat, 45' x 12' with a draft of 42" including skegs (34" without skegs).

Powered by two 6-71 GM diesel engines, furnished by the George Engine Company of Harvey, La., the GULF MASTER 45 has a cruising speed of 25 mph and a top speed of 28 mph. It is capable of carrying 24 passengers. Built for Lewis Harkey, of Slidell, La, the GULF MASTER 45 gives a smooth, level ride at high speeds while carrying heavy loads, and is extremely seamorthy.

The Gulf Master series is available in 30', 38', 40', 45', 52' and 65' lengths.

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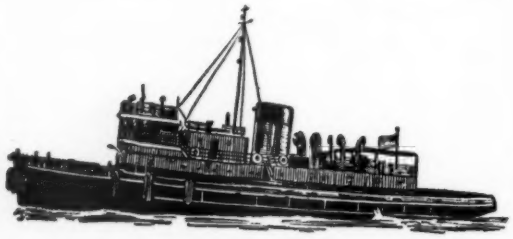

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were sandblasted to bright metal with 30-mesh sand. All traces of mill scale, rust, corrosion oxide, paint and other foreign matter was removed. The sand was discharged at nozzle distance from 6" to 12" from a 5/16" nozzle at 100 lbs. pressure.

Over this white metal, six coats of vinyl were applied with spray guns. Paint application was done according to the paint manufacturer's recommendation—in this instance, the Socony Paint Company—and was subject to inspection by oil company representatives at all times.

Deficiency detectors . . . After the penultimate coat of paint had dried, elcometers were used to measure the film thickness. Failure indicators were utilized to reveal holidays or improperly coated areas. All known techniques were used to check out and insure good coating.

After the templets had been loaded out, transported to sea and set on location, a final check was made to touch up scratches and damage done to the coating in handling.

Maintenance . . . As previously stated, inadequate workmanship or application will have a direct bearing on maintenance cost. On any offshore structure, corrosion must be kept under control or the structure will rust and fall into the sea. Any failure in the system of control, due to faulty workmanship or application, will add greatly to the expense of maintenance.

Proper coating application calls for no more than two check-ups per year, to inspect the structure and repair any damage that might have been done to the coating A planned maintenance program of this type, coupled with a complete recoating of exposed areas on the average of once every two years, will represent an adequate corrosion control program for any offshore drilling or producing platform.

By careful engineering and thorough workmanship, the Vapor Honing Company has instituted many such corrosion control programs and carried them out successfully.

This Month . . . . . Offshore

C. G. Glasscock has completed the No. 2 State Tract 2 in Copano Bay, Aransas County, Texas. Well flowed 89 barrels through a 9/64-in. choke from perforations at 6770-82 feet, with a gas-liquid ratio of 720 to 1. Well is rated a new field discovery, and is east of production in the North Fulton Beach field.

A 13-500-ft. Tide Water test, in Jefferson Parish, La., will test a sand with one of the highest pressures ever recorded in the Gulf Coast area. Location—on State Tract 1299, Manila Village field—is 1900' southeast of a well completed in 1948 by Tide Water with a calculated bottom-hole pressure of 12,635 psi. The well was completed in a higher sand because techniques and equipment were not available to control the enormous pressure. The well has produced 270,000 barrels of oil since it was brought in, and company officials feel that reservoir pressure may have decreased in the interim.

Kerr-McGee's new mobile drilling platform, Rig 44, will be used to drill the Texas Company's first offshore well in the Texas tidelands. Location is in the High Island area, offshore Galveston County, Texas, in 30 feet of water. Proposed depth is 9,000 feet. Drilling operations will start in the near future.

R. M. Mills, Jr. uses this 4-passenger Bonanza to keep up with his various jobs. Another plane and pilot are on 24-hour call for oil company use.

Mills Lumber & Supply Co.

Merchant to the Marine Rigs

Recently, the Mills Lumber & Supply Co., of Gulfport, Miss., placed an initial order of 38,000 gallons of diesel fuel aboard a giant mobile drilling platform about to be towed to its first marine location—along with necessary greases, oils, and a complete stock of groceries.

At the same time, floating equipment belonging to the company was pulling piling at an abandoned offshore location near Horn Island.

These are but a few of the many services offered by the progressive supply firm to offshore operators.

Mrs. Evelyn Mills, general manager.

R. M. Mills, Jr., owner of the company, has a theory that the only way to do business is never turn a job down. Consequently, the company's services have branched into so many different lines that it is hard to keep track of them.

In addition to dockside and offshore delivery of diesel fuel and petroleum products, the company handles a complete line of Baroid products and maintains one of the largest mud stocks in the country. It furnishes groceries, a complete line of ship chandler supplies, oak and fir timbers for derrick floors and pipe-racks, and creosoted pine for key-ways and platforms.

The Mills Lumber & Supply Co. drills offshore water wells, often saving the drilling contractor many thousands of dollars. The firm does contract pile-driving—using either a ½- or ¾-yard dragline rigged with swinging leads. It owns two tugs, and deck, fuel oil and water barges for delivery to offshore drilling sites. Mobile well-logging and coring units are often driven directly aboard the company's deck barges in Gulfport, and transported to marine rigs in the Gulf.

Mills uses a four-passenger Bonanza to keep up with his various

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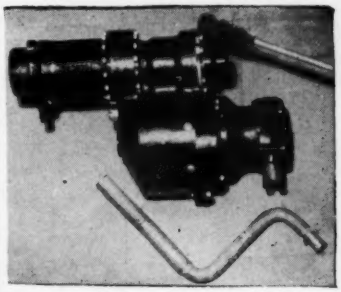
INERTIA STARTERS!



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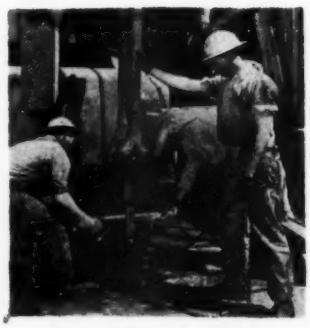

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Merchant To The Marine Rigs

jobs, and a standby plane and pilot are kept in readiness for the use of oil company personnel. Service is on a 24-hour per day basis—the company stands ready to send men anywhere, anytime, on nearly any kind of job. Mrs. Evelyn Mills is general manager, and runs the business in her husband's absence.

Gulfport is an ideal harbor for the company to work out of. The port has a 30′ channel, with plenty of open water beyond, so that fog is no problem. The company can make service calls from Bayou La Batre to Lake Bourgne. In the event of rough weather, the firm also makes service calls from New Orleans.

Gulfport Wellhead Structure

bottom for resistance to sheer. A later alteration was a 12-pile structure on a 20′ square, with four vertical and eight batter piling. This unit also had a skirt arrangement due to very soft bottom conditions.

In operations off the Texas coast, the company utilizes the 6-pile wellhead platform. As fabricated by Gulfport, the structure stands 63′ high and the platform measures 40′ x 20′. Corner posts of the jacket assembly are 26″ O.D. pipe weighing 136 lbs. per foot. The piling, fabricated by Gulfport in 155′ lengths, is 25″ O.D. x 5/8″ wall, weighing 155 lbs. per foot.

The unit is designed for 50′ water depth. The platform deck will be serrated steel grating by A. O. Smith, Type B-3-175. Monel sheeting has been used in the splash zone. Exposed portions of the structure are protected by activated Epon paint. A cathodic system will be installed for underwater protection.

The Gulfport Shipbuilding Corporation constructs all types of offshore structures, including wellhead protectors and drilling platforms. The company's all-welded steel tugs, barges and vessels are in service in many parts of the world. A 1350 hp diesel electric tug is currently being outfitted for delivery to the Lago Oil Transport Co., of Aruba. A similar 105′ tug, the Unare, was delivered recently to Mene Grande Oil Co., South American subsidiary of Gulf Oil Corporation.

Shell Will Drill Gulf Wildcat

Shell Oil Company will drill the No. 1 State Lease 1666, in the one-well Eugene Island Block 18 field off the coast of St. Mary Parish, La. Proposed depth is 11,000 feet.

The California Company Makes New Oil Discovery Off Louisiana Coast

The California Company has made a new oil discovery in the Main Pass Block 67 area, in the Gulf of Mexico off Louisiana's Plaquemines Parish.

The company's No. 1 State Lease 2557 flowed 120 barrels on a 8/64-in. choke from perforations at 6875-80. Gas-oil ratio is 4250 to 1. The discovery is rated a new oil field.

Shell Oil Company Opens New Field Off Louisiana's Plaquemines Parish

Shell Oil Company has opened a new oil field in the South Pass Block 23 area, off the coast of Plaquiemines Parish, La. The company's No. 1-B State Lease 1007 flowed 200 barrels on a 11/64-in. choke from 7350-60 feet. The area has been designated as a new oil field. Location is about two miles southeast of production in the South Pass Block 24 field in the Gulf of Mexico.

Sun Brings In Second Offshore Texas Field With Well From Land Location

The Sun Oil Company, drilling a directional hole from a land-based site on Padre Island, off the coast of Kleberg County, Texas, has brought in the state's second rated offshore field with a gas discovery bottomed three-quarters of a mile out in the Gulf.

The company's No. 1-A State Tract 976 flowed 9 million cu. feet on open flow, from perforations at 9112-38 feet. Location is about 10 miles south of Standard of Texas' oil production in the Gulf—the first offshore field in the Texas tidelands. An outpost about 1 mile north of Sun's discovery has already been spudded.

Shell Has Discovery In Dixon Bay

Shell Oil Company has completed an oil discovery in the new Dixon Bay field off the coast of Plaquiemines Parish, La. The company's No. 1-B State Lease 1338 produced 240 barrels daily on a 1/8-in. choke from perforations at 8707-20 feet, with a gas-oil ratio of 712 to 1.

Humble, Calco Make Offshore Locations

Humble Oil & Refining Company has made location for a wildcat in the Gulf of Mexico, in the South Timbalier Bay Block 54 area off Terrebonne Parish, La. The company's No. 1-A State Lease 1035, Tract 1796, will be drilled to 14,000 feet, and is four miles southeast of production in the South Timbalier Bay Block 52 field.

The California Company has made location for a test in the South Pass Block 41 area, off the coast of Plaquemines Parish, La. The No. 1 State Lease 2553 is projected to 13,000 feet to test lower Miocene sands. Location is approximately 7.5 miles south of the West Delta Block 52 field.

Humble Oil & Refining Company has staked a second tidelands test off the coast of Texas. The company's No. 1 State Tract 794, off the coast of St. Joseph's Island, will go to 12,000 feet. Location is about 3 miles from the island and fourteen miles from Port Aransas. It is 3½ miles south of Humble's recent 15,000-foot try, which came in a million dollar duster.

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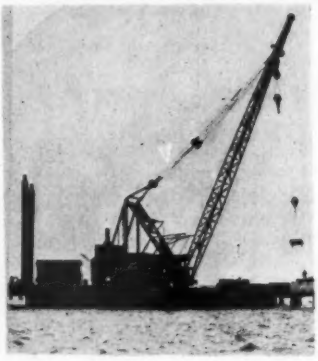

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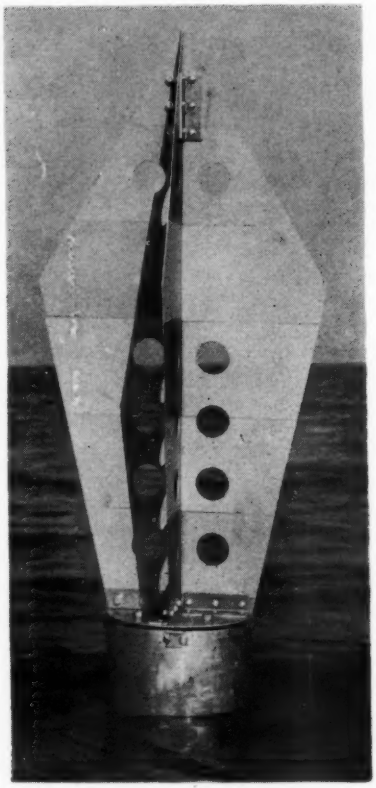

This new type buoy is inexpensive, virtually unsinkable, resists corrosion, and glows in the dark. Rifle bullets of seagoing sportsmen won't damage it. Its shape makes it easily identified on radar.

A New Type Buoy . . .

Cuts Cost In Marine Oilfields

A new buoy that is inexpensive and virtually unsinkable is becoming increasingly popular in marine oil fields. Designed primarily as a pipeline marker, the buoy can be used in any instance where a U. S. Coast Guard approved marker is needed.

Developed by Buoys, Inc. of Houston, Texas, the new marker cuts both cost and maintenance with these features:

The rifle bullets of seagoing sportsmen won't damage it.

It resists corrosion and the attack of sea life.

It has two-thirds freeboard which makes it useable in shallow water.

It glows in the dark and has a shape easily identified on radar.

But the most dramatic application of the new buoy is the saving on installation. Not long ago, a pipeline company was faced with the problem of supplying permanent markers for a 24-mile undersea line laid off Southern Louisiana. If the company had followed conventional procedure and driven three strand piling, equipping each marking unit with Coast Guard-approved marine lanterns

and fog horn devices, installation plus the expense of materials and man hours for maintenance would have brought the total cost to a staggering half-million dollars.

By marking the line with buoys of the type shown above, the job was done for less than one-tenth that amount.

Development and design . . . Development of a low cost, all-purpose buoy called for radical changes in technique. But with buoys playing an increasingly important role offshore, engineers recognized the need for such a marker. A development program was instituted and general requirements agreed upon.

Such a buoy would have to meet Coast Guard specifications, yet be light in weight. It would have to have more freeboard than draft, to facilitate its use in shallow water. And it would have to be unsinkable, which meant that it would be the first buoy developed without a watertight air compartment for the buoyant section.

The engineers also wanted non-corrosive metals used throughout, metals impervious to wind, salt spray and sun. An additional requirement was that the buoy would not be affected by adhesions of sea life, such as barnacles and seaweed—an important measure in cutting maintenance cost, since this would exclude the need of relieving the buoy for cleaning.

But one of the most insidious problems faced was that of electrolysis, an electric action set up in salt water between metals of different types that ate away the mooring chains.

To solve this problem, the anchor chain was insulated from the rest of the buoy with concrete ballast. In a similar manner, the problem of buoyancy without a watertight air compartment was solved by the use of plastic foam. Composed of a new by-product of oil and synthetic rubber, the plastic foam makes the buoyant section as impervious to a marksman's bullets as it is to salt water.

Additional features . . . The buoy developed by Buoys, Inc. not only met the exacting requirements of the engineers, but offered still other features. Bonded to the big marking fins was a wide-angle reflective surface with a brilliance 200 times brighter than a white, painted surface. At night the buoy could be easily seen at distances beyond two miles. For radar detection in fog and bad weather, the shape and physical proportions of the marking fins offered an ideal reflective surface. In many cases pilots of seaplanes have been able to land safely at night by using their landing lights on the highly reflective surfaces of the buoys.

Types . . . Buoys, Inc. manufactures three types, two of which are termed channel markers. The type "C" or "Can" buoy has a reflective surface that is white by night and black by day. It marks the starboard side of the channel heading seaward. The portside of the channel heading seaward is marked by the "N" or "Nun" buoy, and is red by night or day.

The type "O" or "Obstruction" buoy has standard, diamond-shaped fins, and a reflective surface of alternate white and international orange bands.

All three types are so constructed that when hit by a barge or vessel, the cylindrical buoyant section of the buoy will spin on its swivel mooring-chains, sink below the surface, and bob up again unharmed. Used extensively to mark underwater pipelines, the buoy may be anchored to the line as it is laid or attached to a removable anchor. It has also been used to mark municipal boundaries that extend beyond the shoreline, as well as by geophysical companies in marking proposed drilling or shooting sites.—**Buoys, Inc., Houston, Texas.**

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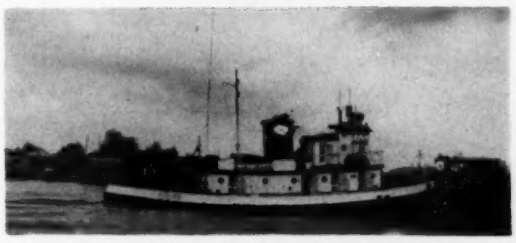

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Built 1944, Decatur, Alabama. Official No. 245365. Length, 81.1 Feet. Breadth, 24.0 Feet. Depth, 9.8 Feet. Gross Tonnage, 146, Net Tonnage, 99.

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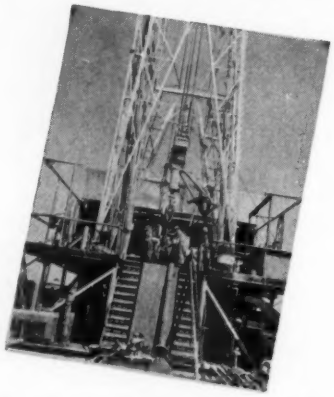

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The Slush Pit . . .

After drilling dry holes for years, a West Texas wildcatter finally hit it rich. He and his wife packed up and headed for Miami Beach to enjoy their hard-won millions. The second day, the wife arrived on the beach to find her husband prostrate on the sand, with a crowd around him and a life guard bending over him.

"What happened?" she gasped.

"He nearly drowned," the life guard told her. "I'm giving him artificial respiration."

"Don't do that!" she cried, wildly. "We're rich now. You can give him the real thing!"

The absent-minded sculptor put his model to bed and chiseled on his wife.

Drilling super: "I know a woman who can bathe and get dressed in three minutes."

Toolpusher: "I'd like to see her!"

The hunter's bird dog came to a point looking straight at a stranger. The hunter looked all around, but couldn't find any birds. Finally he said to the stranger, "That's odd. That dog never did that before."

"Perhaps I can explain," said the stranger. "My name is Partridge."

The young lady wheeled her car into the service station, slammed on the brakes, and dashed inside. In a few minutes she came back, and said brightly:

"Boy! Were my hands dirty!"

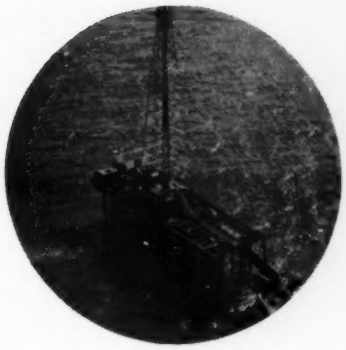
Bridegroom: "How much do we owe for the room?"

Clerk: "Three dollars apiece."

The bridegroom gave the hotel clerk twenty-one dollars.

"But, lady—all he said was, 'There's that wild pitch again!' "

FOR THE LIFE OF YOUR STRUCTURE



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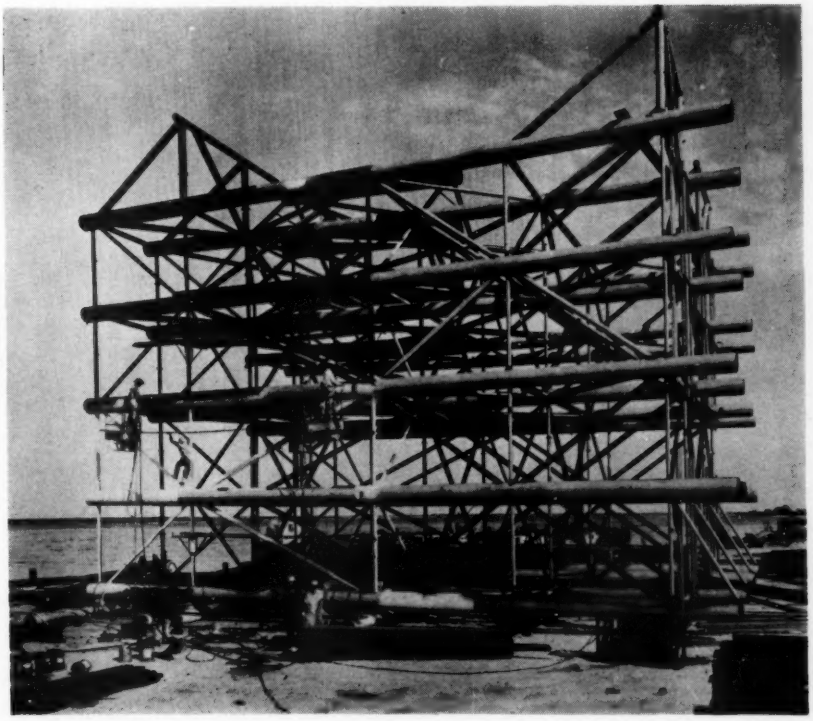

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The "Challenger" is just one example of the fine design, construction and craftsmanship that can be expected of boats built by Sewart Seacraft. See Sewart Seacraft FIRST for your BOAT requirements.

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